Central American NEWSLETTER

Newsletter of the Central American Group of the Spanish Main Society.

Editor: Michael P Birks, Flixton Girls' School, Urmston, Manchester M31 3DR, England 061-747 5924 (Home)

Vol.III, Nº.50 January 1993

CONTENTS

THE INSTRUCTIONAL MARKS OF NICARAGUA

by D N KILNER 210

NICARAGUAN 'NEW' ISSUES

by MICHAEL P BIRKS FRPS,L 216

BLACK PRINTS MADE FROM EMBOSSED POSTAL STATIONERY DIES

by RICHARD SAUNDRY 217

THE RAILWAYS OF HONDURAS

by DR ANTHONY GOODBODY 220

THE REVENUE STAMPS OF NICARAGUA

by MICHAEL P BIRKS FRPS,L 222

THE RAILWAYS OF EL SALVADOR

by Robert Richardson 224

The **Central American Group** is a part of the **Spanish Main Philatelic Society,** the leading Society in the world for collectors of Latin America. The journal of the SMPS is 'The Mainsheet', published quarterly, and is available by annual subscription from the Secretary, Brian Moorhouse, PO Box 105, PETERBOROUGH PE3 8TQ, England. Phone 0733 268708. Subscription is currently £8 in Europe or $20 elsewhere. Cheques in sterling or US$ should be made payable to 'The Spanish Main'. A three year subscription of £21/$54 and a five year subscription of £30/$80 are available and payment for these longer subscriptions may be made by Access, Mastercard or Visa.

The **Central American Group** caters for collectors of Mexico to Panama. Its journal, which you are now reading, is published quarterly, and is available by annual subscription. The subscription is currently £5 in Europe or £6 elsewhere. Cheques must be in sterling, payable to 'The CA Group' and should be sent to the treasurer, Colin Eddleston, 19 Sion Hill, BATH BA1 2UJ, England. Phone 0225 315608. We shall be pleased to forward the relevant portions of multi-subscription cheques to the SMPS or the Chile Group.

Back issues are available to members at 75p/$1 each, although issues 1-20 inclusive can be purchased for £10 complete. Non-members may request a sample copy for 75p/$1 post paid. Requests for back issues should be sent to the editor, to whom cheques should be made payable.

The Group Leader is Richard Saundry, Gwrych Cottage, Godstone Road, Bletchingley, REDHILL, Surrey RH1 4PL, England. Phone 0883 742186.

The Group does not run a packet. The SMPS Packet Secretary is Brian Sylvester, 3 Russell Court, St Lukes Road, MAIDENHEAD, Berks SL6 7AP, England. Phone 0628 784555.

Although most packets are of a general nature, there are occasional specialised one country packets. Good and unusual material is always wanted.

Owing to insurance difficulties, the packet is not available to overseas members, although we shall be pleased to accept material for inclusion in the packet from them.

The Auctioneer of the SMPS is Brian Moorhouse, to whom Auction and Private Treaty lots should be sent. Brian is a dealer, and will include your name on his mailing list if requested.

Central American NEWSLETTER

Newsletter of the Central American Group of the Spanish Main Society.
Editor: Michael P Birks, Flixton Girls' School, Urmston, Manchester M31 3DR, England 061-747 5924 (Home)

Vol.III, N°.50 January 1993

EDITORIAL

We are pleased to be able to tell you that subscriptions for 1993 remain unchanged at £5/$10 Europe or £6/$12 Elsewhere. Please note that the new rates for the 'Spanish Main' are printed on the inside of the front cover.

We hope that you have/will renew your subscription or kindly tell us why not. This will be the last copy for those not renewing, and no further reminders will be sent.

The accounts for 1.11.91 to 10.9.92 have been published and show an increase in our reserves of about £135. This period covers three Newsletters and so is slightly misleading. After taking into account this issue, our reserves will be slightly down at about £600. We have 131 subscribing members.

I have received some criticism, quite justified in my opinion, about a recent decline in the quality of reproduction nd presentation, of our journal. This is I feel, down to two main reasons. First, the quality of photocopies sent to me has not always been good. Dark photocopies do not copy well, and contributors are asked to send more than one so that I can choose the best. This is especially true with dark covers and cards. I can always 'touch up' very feint markings to make them clearer. Secondly I have always tried to print at the lowest possible cost. I do this by using the duplicator at the school where I teach. It also makes the job easier for me. I have never tried to rival the 'glossies' in production, believing that high quality philatelic content was the priority. If it is the wish of the membership I would have the journal copied commercially which would of course mean an increase in subscriptions. If you would prefer this then please let me know.

Finally may I take this opportunity to send you all my best wishes for Christmas and the New Year.

mpb

THE INSTRUCTIONAL MARKS OF NICARAGUA by D N KILNER

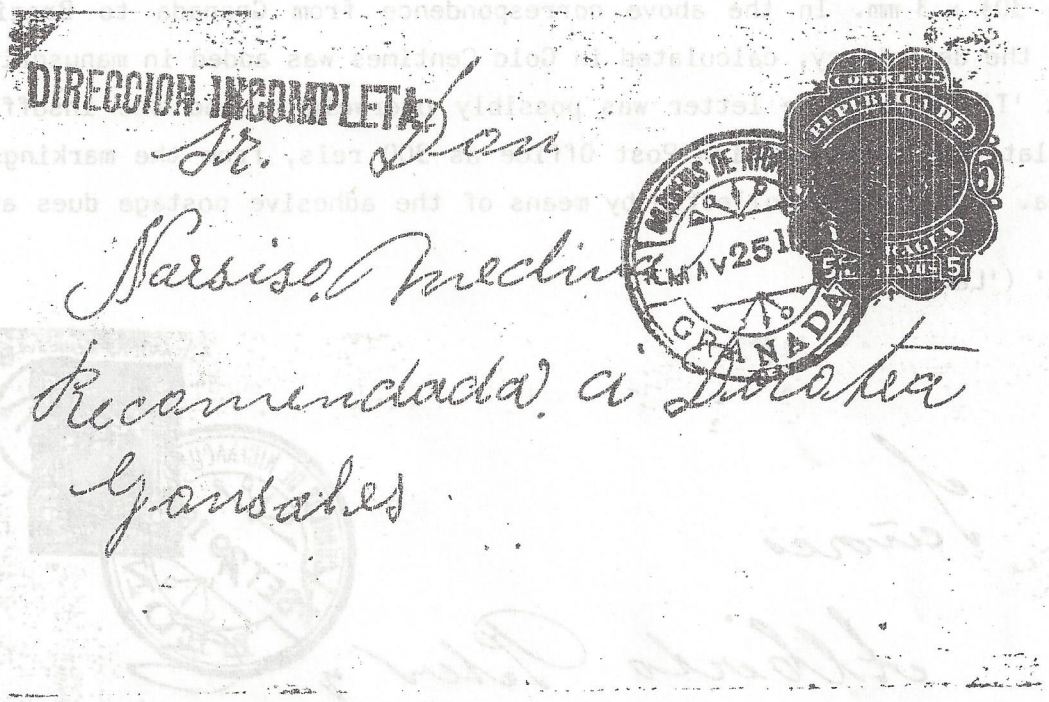
In years of looking through dealers' stocks of Nicaragua and various auction catalogues, I sometimes came across postal stationery and covers which had cachets on them that informed the writer or recipient of the correspondence why a certain action had been taken. I refer to these cachets as 'Instructional Marks' and the what follows are the examples I have come across over the years.

1. **'NO SE ENCUENTRA'** ('Not encountered' or 'Not known')

1890 postal stationery card from Managua to Granada, where a NO SE ENCUENTRA (literally NOT KNOWN) hanstamp measuring 50 x 6 mm, was applied.

This handstamp, measuring 50 x 6 mm, would have been applied when correspondence could not have been delivered because the recipient could not be found or was not known. The above example is dated 22 November 1890 and was sent from Managua to Granada. I have a further example dated 19 October 1898 also from Managua but going to Jinotepe. The handstamp would have been applied in the town of receipt. These are the only examples I have seen of this particular handstamp, which would suggest that it was seldom used. However the handstamp used on the 1898 cover showed signs of wear. In each case the handstamp was struck in purple.

2. 'DIRECCION INCOMPLETA' ('Address Incomplete')



1892 postal stationery envelope posted in Granada but unable to be delivered and therefore a purple DIRECCION INCOMPLETA (Adress Incomplete) handstamp has been applied at Granada.

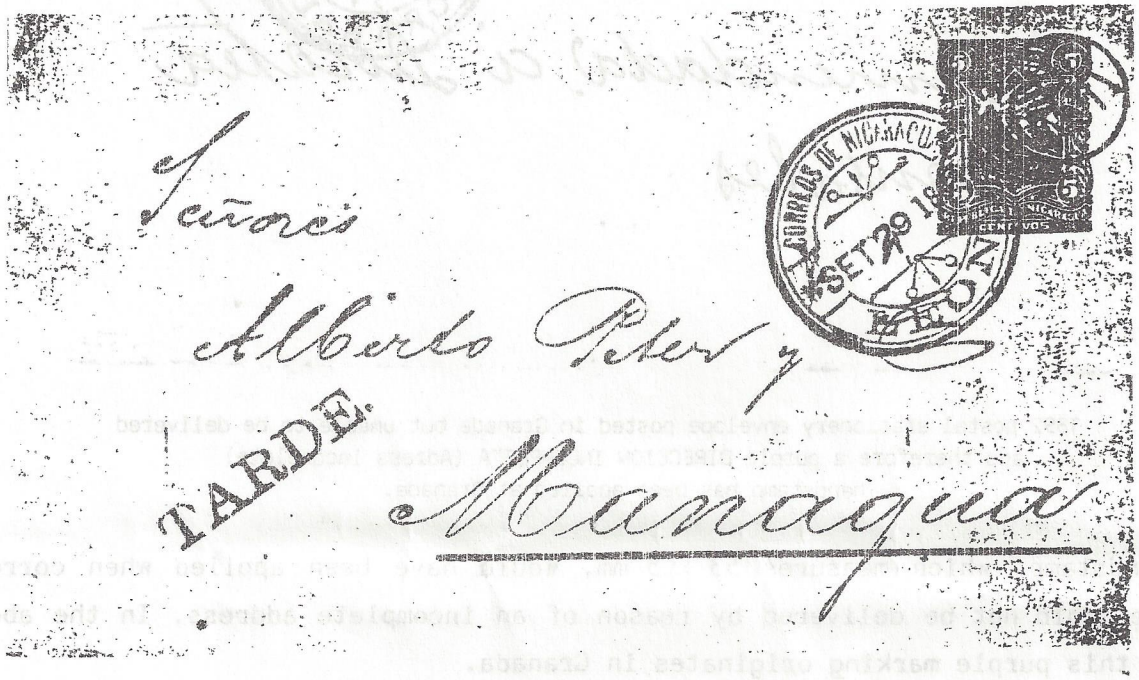
This handstamp, which measures 53 x 5 mm, would have been applied when correspondence could not be delivered by reason of an incomplete address. In the above example this purple marking originates in Granada.

3. 'INSUFFICIENT' ('Insufficient')

1893 postal stationery envelope posted in Granada and attracting an unframed 'T' and oval 'INSUFFICIENTE'. The manuscript '50 Centimes' added at Granada was calculated to equal 300 reis, and postage dues to that value were added.

This mark is a 37 x 17 mm oval handstamp containing the lettering 'INSUFFICIENT' measuring 30½ x 3 mm. In the above correspondence from Granada to Brazil, the amount of the deficiency, calculated in Gold Centimes was added in manuscript over the black 'T' (Taxe). The letter was possibly overweight, and the insufficiency was calculated by the Brazilian Post Office as 300 reis, from the markings added at Granada. This sum was collected by means of the adhesive postage dues affixed.

4. **'TARDE'** ('Late')



1893 postal stationery envelope posted in Leon to Managua, with a large 'TARDE' (late) measuring 32½ x 5 mm, struck in purple. The handstamp advises the recipient that the letter was not necessarily sent in the mail of that date.

This handstamp was applied to correspondence to advise the recipient that the letter had been received after the mails had closed and may not have been sent in the mail of the date of the postmark. The above example, measuring 32½ x 5 mm, was applied in Leon on 29 September 1893, but the letter probably went in the mail of 30 September. Presumably each post office was issued with this handstamp.

There were a series of the large TARDE marks and another example I have is on a postal stationery envelope from Leon, dated 22 September 1895, and which measures 32½ x 6 mm. Another example comes from Managua dated 4 September 1895.

A further handstamp used from Masaya on a postal stationery card dated 4 September 1902 measures 30 x 5 mm, the reason being that the full stop is now absent, whether by wear or the use of a new handstamp is not clear.

The final handstamp in capital letters, is on a letter from Managua to Honduras dated 5 August 1931, and which measures 20 x 4 mm.

1898 postal stationery envelope from Corinto to Managua,
struck with a 23 x 5 mm lower case 'Tarde' handstamp in purple.

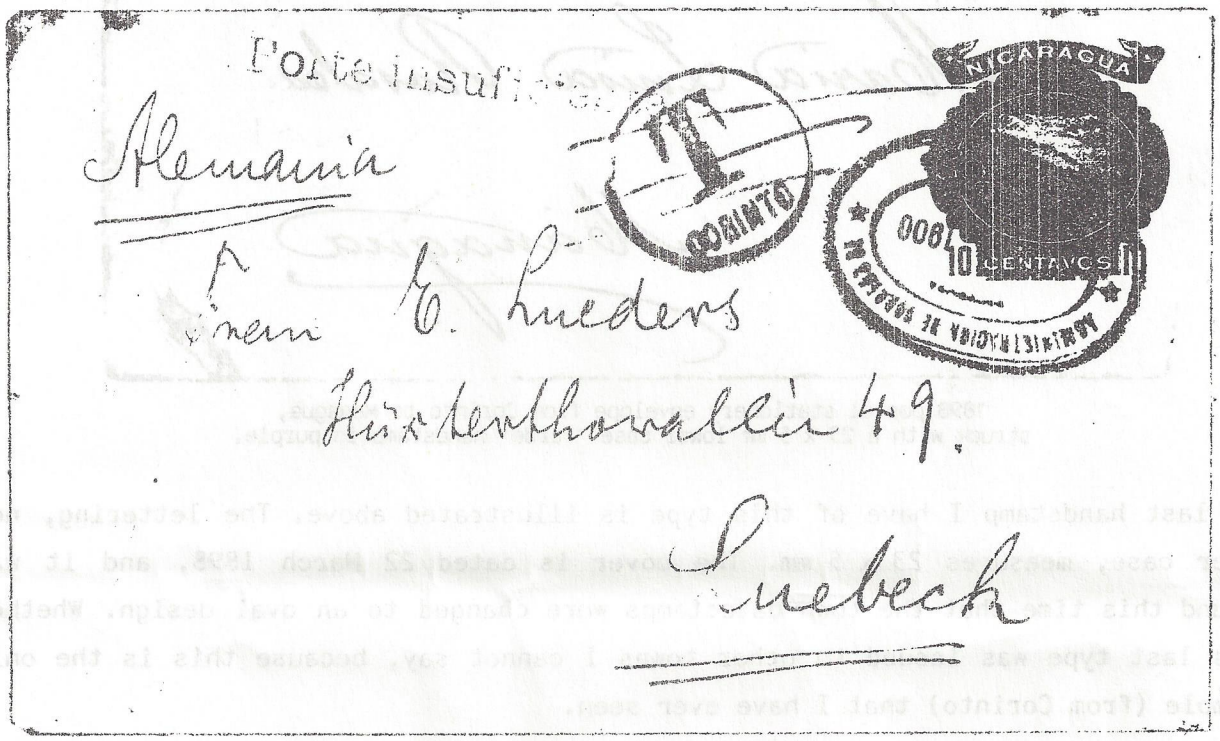
The last handstamp I have of this type is illustrated above. The lettering, now lower case, measures 23 x 5 mm. The cover is dated 22 March 1898, and it was around this time that the town datestamps were changed to an oval design. Whether this last type was issued to other towns I cannot say, because this is the only example (from Corinto) that I have ever seen.

5. **'EXTRAVIO GRANADA'** ('Mislaid Granada')

1896 postal stationery envelope sent from Managua and intended for Masaya.
However it went via Granada where it received a
'pointing hand' cachet inscribed 'EXTRAVIO GRANADA' (Mislaid Granada).

This postal stationery card was send from Managua on 18 June 1896, to Masaya. However, it ended up in Granada the same day where an American style 'pointing hand' cachet inscribed 'EXTRAVIO GRANADA', measuring 37½ x 17 mm, was applied. The card finally reached Masaya on 19 June 1896.

6. **'PORTE INSUFICIENTE'** (Postage Insufficient)



1900 postal stationery envelope from Corinto, where the 'Poste insuficiente' (insufficient postage) and 'T Corinto' postage due mark were applied. It was later realised that the postage was correct and the postage due mark was crossed out, but not the insufficient postage mark.

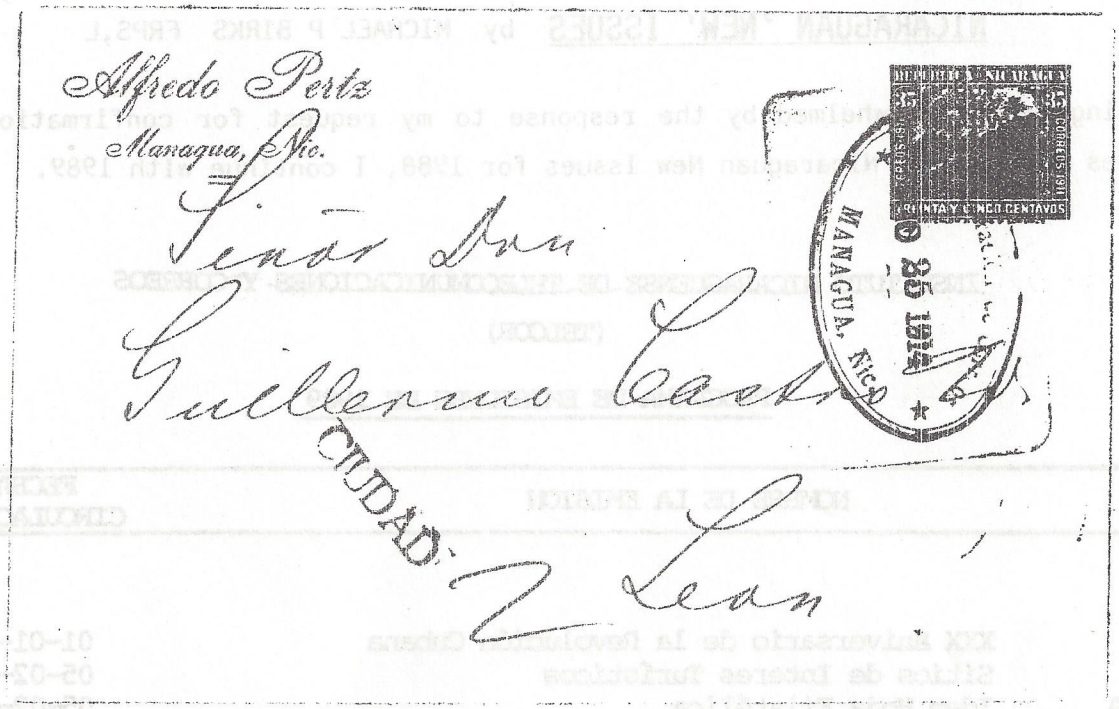
This 10c postal stationery envelope addressed to Lubeck in Germany, was posted in Corinto, where it received the 'Porte insuficiente' handstamp measuring 56 x 4½ mm and a 'T Corinto' postage due mark. Presumably it was later realised that the postage was correct since the postage due mark was crossed out, but the 'postage insufficient' mark was not.

7. **'CIUDAD'** ('City' or 'Local')

This provisional 2 centavos on 35 centavos postal stationery envelope was sent from Managua to Leon on 25 August 1914, and there received the handstamp 'CIUDAD' in purple, measuring 22 x 4½ mm and meaning 'City' or 'Local'.

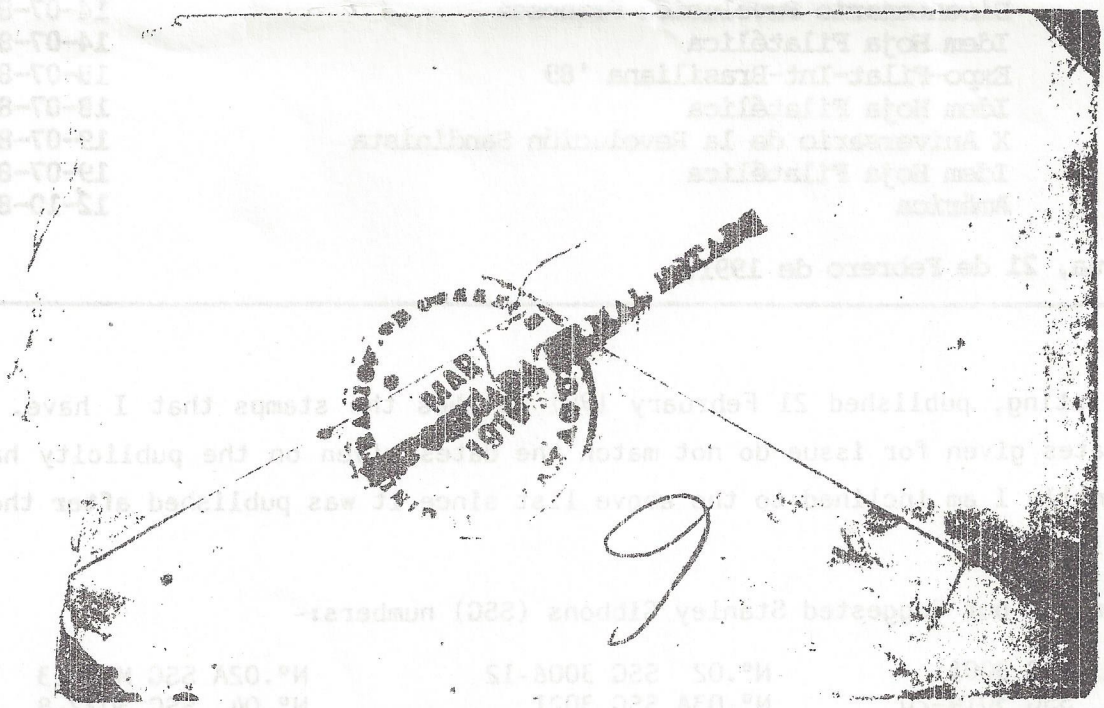
The precise reason for this handstamp is open to question but one reason could be that the envelope had to be delivered and not collected from the Leon post office.

Other views are invited.



1912 postal stationery envelope, surcharged with new currency in 1913, sent from Managua to Leon, where it received the handstamp 'CIUDAD' ('City' or 'Local'). The handstamp may indicate the letter is to be delivered and not collected.

8. **'DEPOSIDADA EN MAL ESTADO'** (Posted in bad condition)



1916 provisional 2c on 35c postal stationery envelope from Granada to Managua, with a purple straight line 'DEPOSIDAD EN MAL ESTADO' (Posted in bad condition).

This mark measuring approximately 62 x 3 mm, is on the back of a postal stationery envelope from Granada to Managua. The mark may have been applied upon receipt in Managua referring to the torn end of the envelope, possibly damaged in transit.

to be continued

NICARAGUAN 'NEW' ISSUES by MICHAEL P BIRKS FRPS,L

Having been underwhelmed by the response to my request for confirmation of the dates of issue of Nicaraguan New Issues for 1988, I continue with 1989.

INSTITUTO NICARAGUENSE DE TELECOMUNICACIONES Y CORREOS

(TELCOR)

PROGRAMA DE EMISIONES DE 1989

Nº	NOMBRE DE LA EMISION	FECHA CIRCULACION
01	XXX Aniversario de la Revolución Cubana	01-01-89
02	Sitios de Interes Turísticos	05-02-89
02-A	Idem Hoja Filatélica	05-02-89
03	Copa Mundial Foot-Ball Italia '90	20-02-89
03-A	Idem Hoja Filatélica	20-02-89
04	Juegos Olímpicos de Albertville '92 (I Serie)	25-03-89
04-A	Idem Hoja Filatélica	25-03-89
05	Juegos Olímpicos de Barcelona '92 (I Serie)	23-04-89
05-A	Idem Hoja Filatélica	23-04-89
07	Bicentenario Revolución Francesa	14-07-89
07-A	Idem Hoja Filatélica	14-07-89
08	Expo-Filat-Int-Brasiliana '89	18-07-89
08-A	Idem Hoja Filatélica	18-07-89
09	X Aniversario de la Revolución Sandinista	19-07-89
09-A	Idem Hoja Filatélica	19-07-89
10	América	12-10-89

Managua, 21 de Febrero de 1991.

The listing, published 21 February 1991 matches the stamps that I have. However the dates given for issue do not match the dates given on the publicity handouts. Personally I am inclined to the above list since it was published after the stamps were issued.

Continuing our Suggested Stanley Gibbons (SSG) numbers:-

Nº.01 SSG 3005	Nº.02 SSG 3006-12	Nº.02A SSG MS3013
Nº.03 SSG 3014-20	Nº.03A SSG 3021	Nº.04 SSG 3022-8
Nº.04A SSG MS3029	Nº.05 SSG 3030-36	Nº.05A SSG MS3037
Nº.07 SSG 3038-44	Nº.07A SSG MS3045	Nº.08 SSG 3046-52
Nº.08A SSG MS3053	Nº.09 SSG 3054	Nº.09A SSG MS 3055
	Nº.10 SSG 3056	

Once again I ask if anyone can comment on this list, then please do so. Without confirmation of these dates Gibbons will be reluctant to add these stamps to the listing.

BLACK PRINTS MADE FROM EMBOSSED POSTAL STATIONERY DIES

by RICHARD SAUNDRY

In the July 1992 issue of our sister publication, Chile News, appears the first instalment by Professor J C West of what promises to be the seminal description of the first 5 centavos postal stationery envelope of Chile (Chile News, (1992), Vol II N°.39, pp 230-6). Professor West's description of the method of production of the embossed stamp is very succinct:-

> "The 5cts printed stamp is interesting in that it is a combination of typography printing and of surface printing. The raised portions which include the whole of the bust of Columbus and the design lines of the frames are not inked. It is the portions that are not raised that take ink. There are two separate blocks of metal; the one for the face of the envelope has the portions to be embossed or raised gouged out and the die for the reverse has these portions raised or proud as in the finished stamp. The two dies fit into each other pefectly, being referred to as the male and the female halves. The male die is on the back of the paper whilst the female on the front is inked so that the surface is covered but not all the recessed portions."

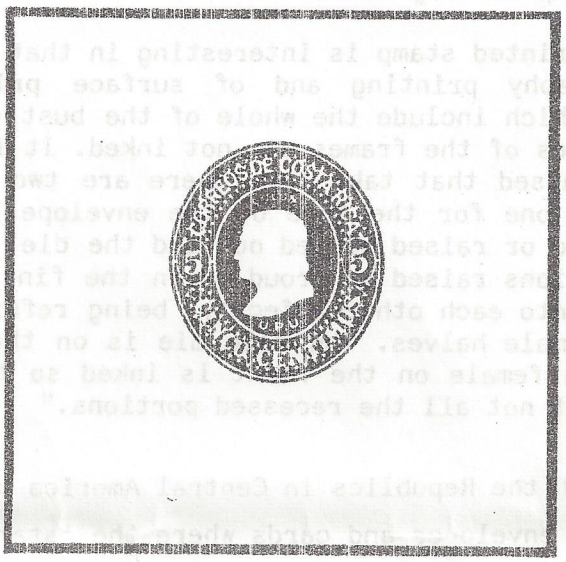
Most, if not all, of the Republics in Central America have at one time or another produced stationery envelopes and cards where the 'stamp' has been printed by such an embossing technique. The reason that Professor West's article stimulated my particular interest was that receipt of my copy of Chile News was on the very day that I had been mounting in my album two superb examples of this aspect of the printer's art, namely the 2 ctvos green, and the 4 ctvos red stationery cards (H&G 129 and 130) issued by Mexico in 1923. The raised coloulress part of the stamps show the Aztec calendar stone and probably can be considered amongst the finest examples of embossed printing. The coloured legend and value printed around the colourless embossing is equally fine and it was at the time of mounting these two stationery items that I had been pondering how it was possible to print in colour around the raised coloulress areas. Professor West's article answered this point. It is the female die which is inked, and since it is only those parts of this dies, flat with the surface of the paper during printing that are inked, it is possible to print in colour around the raised uninked embossed part of the stamp. Thus my problem was not very difficult.

A few years ago I was given a photocopy of Chapter 11 entitled "Embossing" from an unknown source. It must have been a weighty tome on printing methods since this chapter alone ran from pages 299 to 342. Unfortunately I do not know the title of the book. I really should have read it more carefully for there in great detail was the answer to my problems.

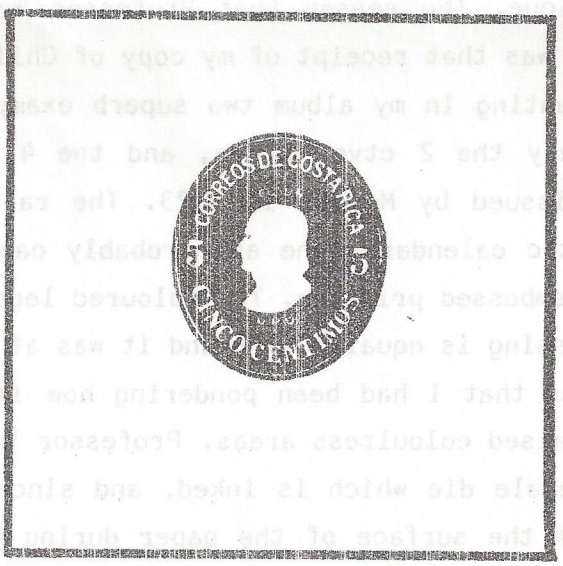
Costa Rican Postal Stationery

'Proof' Printings from Waterlow & Sons Ltd Embossed Dies

It is reported from a reliable source that these two prints were made from Waterlow & Sons embossed dies found in the Company archives and which were then destroyed.



Waterlow & Sons



American Bank Note Co.

The print at the top is as expected for Waterlow & Sons embossed envelopes provided for Costa Rica in 1903, and again 1930. The second print corresponds to the dies used by the American Bank Note Co. for the series 1911 to 1930. Was this latter die a copy of the American Bank Note Co. die? Was the die used by the American Bank Note Co. supplied by Waterlow & Sons, or was the die used in 1911 sent to Waterlow & Sons.?

I see that embossing can be sub-divided into two broad classes:-

1. Embossing without the use of colour, termed 'die plain',
and 2. Embossing with the use of colour at the moment the reliefs are raised, termed 'relief stamping'.

Relief stamping can be sub-divided into 'die stamping' where the reliefs raised are in colour, and 'cameo-stamping' where the reliefs raised are colourless. Clearly the Mexican stationery items are examples of cameo-stamping.

Several years ago I acquired a couple of black prints made from Costa Rican embossed postal stationery dies (shown opposite). The first of the two 5 ctmos dies was that used by Waterlow & Sons, London, for the blue printing on the envelopes of 1903, (H&G 5), the dull orange embossed stamps on the envelopes of 1907 (H&G 7, actually printed by a rival printing company, Messrs Waterlow Bros. and Layton, London), and later used in ?1930 for the red embossed stamps on the last Waterlow & Sons envelopes (H&G 14). The other print was struck from the 5 ctmos die used by the American Bank Note Co, New York, for the Costa Rican stationery envelopes printed 1910-23 (H&G 9). I have the vaguest of recollections of having seen black pulls from the Waterlow & Sons 20 ctmos embossing die used to produce the Costa Rican stationery envelopes of 1903 (H&G 1). Probably pulls exist from the remaining embossing die employed by Waterlow & Sons, namely the 10 ctmos value. I have been assured that these were black pulls made using embossing dies found in the Waterlow & Sons company archives following the demise of the said printing company. A limited number of black prints (I don't know how many) were made before the printing dies were defaced. Such prints are not rare and are offered on the philatelic market not infrequently.

I often use my two black prints in displays of Costa Rica to local philatelic societies. It was always a source of some discomfort to me that I could not understand how it was possible to derive **flat black prints** from **embossed dies.** Luckily nobody ever challenged me on this point so I always 'got away with it'. Now I know the answer; they were prints made from the female half of the embossing dies. More to the point I can now sleep easy once again becaise I am now convinced in my own mind that these are pulls made from genuine dies and not clever facsimiles.

On reading the photocopied chapter on embossing I see an example of an adhesive stamp produced by <u>three</u> different printing techniques. Such examples must be extremely rare, and since the combination of these three printing methods was used to produce a stamp for one of the Central American Republics, El Salvador (which does not figure often these days in our publication) I will relate it here.

THE RAILWAYS OF HONDURAS by DR ANTHONY GOODBODY

Introduction

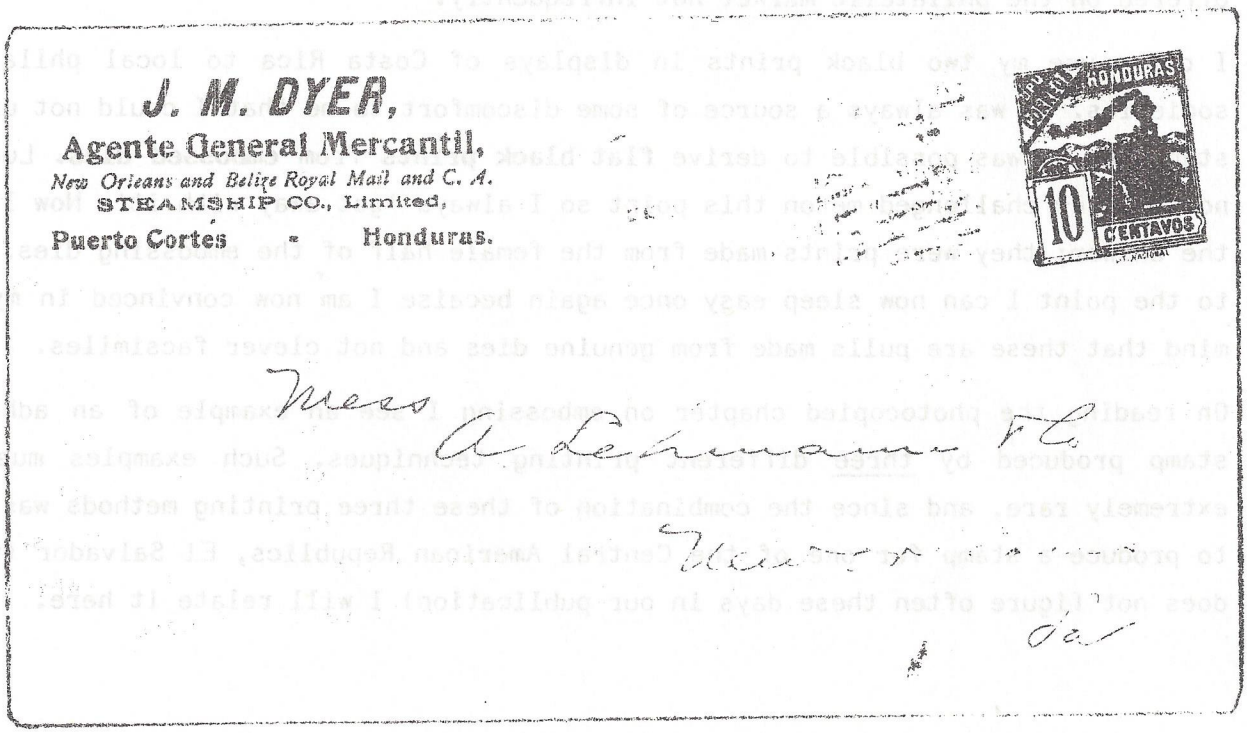
With an area of 59,000 square miles, Honduras is the largest of the Central American Republics. It extends across the isthmus, with Guatemala and El Salvador to the west and Nicaragua to the south. The country obtained her independence, along with the rest of Central America, in 1882, but is said to be the weakest and most backward of the Central American Republics.

Rail communications in Honduras exist primarily for the banana traffic. The Ferrocarril Nacional de Honduras (FNH) consists of 318 km of 3 ft 6 in gauge track and a further 190 km formerly operated by the Tela Railraod. The original main line of the FNH was the 113 km line from Puerto Cortes southwards to San Pedro Sula and Potrerillos with an extension to Comayagua. The Tela Railraod was a 3 ft 6 in gauge system formerly owned by the United Fruit Company of Boston. It had two main lines, from Tela southwest to El Progresso and from Baracoa south to La Lima.

It is now planned to build a coast to coast railway from Puerto Castilla on the Caribbean coast to Sonaguera, and from Arenal to Bonito Oriental on the Pacific. The Sonaguera to Arenal section already exists and it is to be upgraded.

Finally there is (or was) a 3 ft gauge line owned by the Standard Fruit Company of New Orleans. It runs from Tela, along the coast to La Ceiba and Paso Arenal, with a number of branches inland. The route length is not known.

Definitive Issue, 1898. (SG 108-115)



The set contains eight values of identical design showing a train hauled by a steam locomotive, with hills in the background. There were also some printed postcards of the same design. There are five distinct forgeries of the adhesive. Two of them are crude (with incorrect date or incorrect number of lines in the cow-catcher) as well as being very common. The correct date is 1898 but the forgery has 1896. The correct number of lines to the cow-catcher is 10 but the forgery has 14.

The other three forgeries are at the same time scarcer and better forgeries. Perhaps, the best way to distinguish between a genuine stamp and a forgery is to examine the shape of the hill to the right of the smokestack. In all the forgeries the hill hits the smokestack at an angle, whereas on the genuine stamp the hill is almost flat at this point. Readers requiring a more detailed description of the forgeries are referred to an article by N W Barrett which appeared in stamp Collecting, for 17 May 1973, p409.

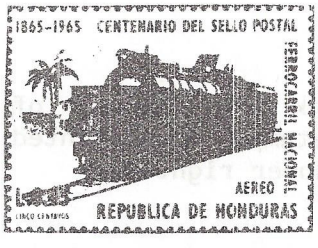
As for the identity of the locomotive, I do not think this is possible to establish.

Definitive Issue, 1915. (SG 186, 187, 190, 191)

This stamp shows the Ulua bridge which carries the FNH over the Ulua river at Pimienta. The bridge was constructed in 1914 by Penny & Brown, railway contractors, following a survery the previous year by P H Myers, later to become Chief Engineer of the Tela Railraod Company.

The bridge consists of two steel spans of 400 ft and 100 ft respectively, with a further 712 ft of wooden trestle approaches. Only the longer steel span is visible on the stamp.

Stamp Centenary, 1966. (SG 686)



This locomotive is apparently Nº.59 of the Tela Railroad. It is a war surplus 2-8-2 built by Baldwin. A photograph of such a locomotive appears in the book "Narrow Guage the World Over" by Patrick Whitehouse and Peter Allen.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Cyril Stapley of Leominster asks "can anyone identify the origins of the art work usedin the 1892 El Salvador issue (The Landing of Columbus) and for the 'Foundation of Isabella' picture used in the 2p value of the 1893 issue?".

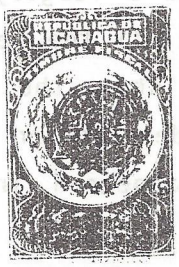
THE REVENUE STAMPS OF NICARAGUA

Continued from page 208. **Comments on this tentative listing are invited.**

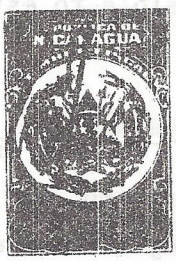
1933. 1919 general revenue issue surcharged horizontally "Resello 1933/Vale Diez/Centavos".

GI158 10c on 25c brown

1935. 1919 and 1928-30 general revenue issues, overprinted with circular "Resellado/1935" design in blue, red or orange.



	O'pt in blue	O'pt in red	O'pt orange
GI159	1c brown	GI167	GI175
GI160	2c grey	GI168	GI176
GI161	4c orange	GI169	GI177
GI162	10c black	GI170	GI178
GI163	25c brown	GI171	GI179
GI164	50c lake	GI172	GI180
GI165	1Cor orange	GI173	GI181
GI166	5Cor slate	GI174	GI182



1937. 1928-30 general revenue issue overprinted "1937" horizontally in black.

GI183 10c black

B1089212

B1089212 B6274913

Date? Engraved and printed by the American Bank Note Co.. Perf 12 around and between stamp and tab. Serial numbers in red. Size 20.5 mm by 30.5 mm.

GI184	1c green	GI194	1Cor yellow
GI185	2c grey brown	GI195	2Cor blue green
GI186	3c violet	GI196	5Cor red orange
GI187	5c blue	GI197	10Cor brown
GI188	10c orange	GI198	25Cor black
GI189	15c olive	GI199	50Cor red brown
GI190	20c light blue	GI200	100Cor violet bl
GI191	25c violet	GI201	500Cor grey
GI192	50c red	GI202	1000Cor maroon

1960. Previous issues overprinted "Ano/1960" in black. Values seen:-

GI203 20c light blue

Date? Lithographed by E A Wright Bank Note Company of Philadelphia. Imperforate proof stamps overprinted 'SPECIMEN' in red from lower left to upper right.

(S)GI 11 1Cor green
(S)GI 12 2Cor brown
(S)GI 13 5Cor blue
(S)GI 14 10Cor red violet
(S)GI 15 25Cor orange
(S)GI 16 50Cor red brown
(S)GI 17 100Cor violet
(S)GI 18 500Cor blue
(S)GI 19 1000Cor olive

1963. Wright lithographs. Perf 12 x 12½.
Overprinted "Ano/1963".

(63)GI 11 1Cor red brown

1966. Wright lithographs. Perf 12 x 12½.
Overprinted "Ano/1966".

(66)GI	1	1c green	(66)GI	11	1Cor yellow
(66)GI	2	2c grey brown	(66)GI	12	2Cor blue green
(66)GI	3	3c violet	(66)GI	13	5Cor red orange
(66)GI	4	5c blue	(66)GI	14	10Cor brown
(66)GI	5	10c orange	(66)GI	15	25Cor black
(66)GI	6	15c olive	(66)GI	16	50Cor red brown
(66)GI	7	20c light blue	(66)GI	17	100Cor violet blue
(66)GI	8	25c violet	(66)GI	18	500Cor grey
(66)GI	9	30c light green	(66)GI	19	1000Cor maroon
(66)GI	10	50c red			

1979. Wright lithographs. Perf 12 x 12½.
Overprinted "Ano/1979".

(79)GI 13 5Cor blue

At this point the listing I have been using as a basis for this further listing, ceases. What follows is a compilation of stamps reported by R E Allen and Linn's Stamp News. I have seen none of these stamps.

R E Allen

1981. Imprenta Nacional, Managua. Rouletted 9.
(I - Imprint at foot). Overprinted "Ano/1981".

(81)GI	11	1Cor red brown
(81)GI	12	2Cor yellow brown (I)
(81)GI	13	5Cor ultramarine
(81)GI	14	10Cor carmine
(81)GI	15	25Cor orange
(81)GI	16	50Cor green (Wright Bank Note Co)
(81)GI	17	100Cor violet
(81)GI	18	500Cor turquoise (I)
(81)GI	19	1000Cor grey (I)

1982. As above (all Imprenta Nacional). O'pt "Ano/1982".

(82)GI	11	1Cor red brown
(82)GI	12	2Cor yellow brown
(82)GI	13	5Cor ultramarine
(82)GI	14	10Cor carmine
(82)GI	15	25Cor orange
(82)GI	16	50Cor green
(82)GI	17	100Cor violet
(82)GI	18	500Cor turquoise
(82)GI	19	1000Cor grey

Linn' Stamp News

1986. As above. Overprinted "Ano/1986". Perforated.

(86)GI	16	50Cor (colour unknown)
(86)GI	17	100Cor (colour unknown)

It is possible there are stamps for every year. We would be grateful to receive information regarding any other stamps not listed.

THE RAILWAYS OF EL SALVADOR from Robert Richardson of Bellefonte

Although the old railroad of El Salvador was British owned, its equipment was all American in type and operation. The first locomotive was a 4-4-0 type and still exists as a stationery power supply for belting in the idle shops at Sonsonate, with its cylinders and wheels mounted on a concrete base. The engine shown on the 1896-97 3 centavos stamps, is likely a close rendering of what it looked like, a typical engine of the 1880's.

The first railroad was built by the government in 1882 as the Ferrocarril Nacional but only reached from the port of Acajutla to Sonsonate. Even by the early 1890's it fell miles short of the capital. There followed years of the usual Latin American railway developments of bond issues, foreign concessionaires and very slow progress. But finally from the junction point of Sitio del Nino lines reached Santa Ana in 1896 and the capital in 1900. As of 1895 the name became Ferrocarril de El Salvador and remained that until it and the lines of the Ferrocarriles Internacional de Centro America were merged into the government line in 1975, termed Ferrocarriles Nacional de El Salvador operated with the acronym "FENADESAL".

The old railroad was operated with steam locomotives until the government expropriated the IRCA, which had diesels, in 1974. The latest report I have is that except at the docks and for a suburban commuter train at the capital, the line was idle, with four steam engines still at Sonsonate. These were of the 2-8-0 type, dated from 1912 onward, several being engines originally used on the Ohau Railway in Hawaii.

With the grades of the original line from Acajutla, the railroad in the 80's bought 2-8-0 type engines and one was the largest of that type Baldwin built, weighing under steam some 70,000 lbs on drivers. None of these engines existed when the line was examined in 1965, though the 'bone-yard' included an engine with a tree growing from its cylinders. There was no evidence of any mail cars located among the derelict cars. No record has been found of any Ambulante operations either on the old line or the later IRCA.

The railroad of the International Railways of Central Amerca in El Salvador was the end result of efforts by the country to get a railroad from the port of La Union on the Bay of Fonseca, a more desirable port than the shallow ports of La Libertad and Acajutla. It was not until 1912 that the line was completed to San Miguel, finally to San Salvador in 1922. The dream of a connection to the Atlantic was not realised until 1929 when the connection was completed from the frontier at San Jeronimo to Zacapa Guatemala. From that time large shipments of Salvadorian commerce used this route.

All these lines are 3 ft gauge. Why there were no Ambulante operations in El Salvador by the IRCA is not known. Mail was carried in pouches in the baggage cars.